

Outlook Bright for DC-8 Program, Douglas Reports

Broad expansion of DC-8 operations, both domestically and on intercontinental routes, will occur early in 1960 when a total of 12 airlines will have taken delivery of Douglas Jetliners.

This was highlighted in a year-end summary of Douglas Aircraft company's transport activities by J. R. McGowen, vice president-commercial programs.

Only two domestic U.S. airlines, United and Delta, had the DC-8's in service as 1959 drew to a close. But during the first 90 days of the new year, McGowen said, first DC-8 deliveries will be made to Alitalia-LAI, Eastern Air Lines, KLM-Royal Dutch Airlines, Na-

tional Air Lines, Northwest Orient Airlines, Pan American World Airways, Pan American Grace Airways, Scandinavian Airlines System, Swissair and Trans-Canada Air Lines while deliveries continue to United Air Lines.

BY THE CLOSE of 1960, the summary said, more than 100 of the 150 DC-8s ordered by 20 airlines will be delivered.

"The full impact of the DC-8 on the world's transportation system will be felt by mid-1960," McGowen said. "In its domestic service, the DC-8 already has established itself among U.S. travelers as the most stable and comfortable jet in the air."

"The airlines flying it are more than pleased with its reliability, and plots describe the DC-8 in glowing terms."

"When the more powerful domestic and intercontinental models go into service during 1960, we expect similar reactions from a broader segment of the world's air travelers."

McGOWEN SAID his company's market surveys indicate that the anticipated increase in passenger traffic during the next two years will create a need for home than 30 additional jet transports of the DC-8 category.

"Naturally," he added, "we hope to get our fair share of this market as re-orders and

some new orders from airlines not yet committed to jets of any manufacture."

McGowen saw further sales possibilities in the field of jet cargo transports. "Since the DC-8 was specifically designed with a growth potential," McGowen said, "we can foresee a future model with an attractive earning capability for operators."

Although there is every indication that airlines will need a smaller pure jet transport for operation over short to medium ranges, the Douglas executives indicated the timing for the introduction of such a new model remains a subject of study and discussions with airline operators.

Slim, Trim Classes Eye Holiday Fat

Now that the holidays are past, the slim and trim classes will resume their weekly meetings at Alondra Park. The classes are held every Tuesday afternoon at 1:15 p.m.

"With the rich food diet and holiday relaxation period behind us, let's quickly get back into condition. It will be bathing suit and play clothes wear before too long, and now is the time to start firming those muscles," park officials stated.

Chapel Plays L.A. City's 'Tax Grabs'

Manufacturers in Inglewood, Lennox, El Segundo, and Redondo Beach have been receiving demands from the City of Los Angeles that they report to Los Angeles all business transactions with customers in the city, according to Assemblyman Charles Edward Chapel, whose constituents have complained to him about attempts to collect business license taxes by Los Angeles.

Chapel has advised his constituents that a city has no extrajurisdictional taxing power, although it may impose on outsiders, just as it does on its local residents, a fixed and uniform license tax for the priv-

ilege of driving a vehicle over the city streets regularly for business purposes.

Chapel contends, then all the other cities in California can in a like manner, demand an accounting of their business transactions from all Los Angeles manufacturers, whole-

salers, retailers and contractors doing business outside the limits of the City of Los Angeles.

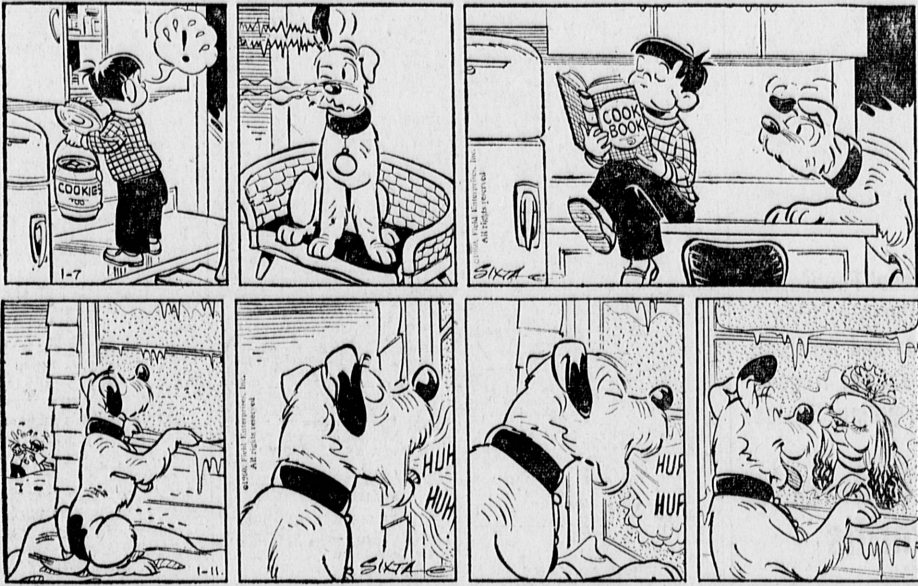
OBVIOUSLY, Assemblyman Chapel does not expect this to happen, but he points to this procedure as a logical outcome of the current trend.

Chapel, who is one of the leaders in the so-called "Economy Bloc" of the State Legislature of too much taxation. The remedy, said:

"This is just another example of the way all levels of government tend to live within their current incomes and not seek new and increased taxes."

RIVETS

By George Sixta



RED RYDER

By Fred Harman



VIRGIL



SUPERMAN

